



# Minnesota 2009 Transportation Results Scorecard



**Green:** At or above target



**Yellow:** Moderately below target



**Red:** Seriously below target



**Mn/DOT Primarily Responsible**



**Target**



**Results Trend**

Measure	Score	Result	Target	Trend	Analysis
traveler safety					
Minnesota Traffic Fatalities—All state and local roads		421	400 by 2010	<p>2005 2009</p> <p>Better</p>	Fatalities fell 6 of the 7 past years, nearing the 2010 TZD target of 400. Gains were across many factors—unbelted, alcohol, under 21, and run-off-the-road. <b>Comparison</b> —2nd best state in 2008, with fatality rate 37% below U.S. average.
infrastructure preservation					
Bridge Condition—State principal arterials—% Good and Satisfactory		87.4%	84%	<p>2005 2009</p> <p>Better</p>	Bridges on principal state roads in Good or Satisfactory condition remained high at 87.4%. The percent rated Poor rose slightly to 3.5%. Levels will improve and meet targets with the greatly increased state investment underway. <b>Comparison</b> —Minnesota has the 5th lowest percentage of bridges rated structurally deficient or functionally obsolete—less than half the national average—according to 2009 rankings by Better Roads magazine.
Bridge Condition—State principal arterials—% Poor		3.5%	2%	<p>2005 2009</p> <p>Better</p>	
Pavement—Ride Quality Poor—State principal arterials, % of miles		5.5%	2%	<p>2005 2009</p> <p>Better</p>	State pavement condition continued to deteriorate due to an aging system and competing investment needs. The share of miles rated Poor reached record highs in 2009 and is predicted to rise from about 7% of the state system to 19% of the system by 2019. Mn/DOT estimates that from \$200 to \$400 million more per year beyond current plans would need to be invested from 2014 to 2019 to reach performance targets. <b>Comparison</b> —For Interstate highways, according to USDOT data for 2008 corrected for Minnesota, 2.7% of Minnesota Interstate miles were rated Poor compared to 1.6% of US miles. 55.3% of Minnesota Interstates were rated Good, versus 72.6% for the US. Minnesota ranked in the bottom quarter of the 50 states for both.
Pavement—Ride Quality Poor—State non-principal arterials, % of miles		8.5%	3%	<p>2005 2009</p> <p>Better</p>	
Pavement—Ride Quality Good—State principal arterials, % of miles		63.7%	70%	<p>2005 2009</p> <p>Better</p>	
Pavement—Ride Quality Good—State non-principal arterials, % of miles		55.3%	65%	<p>2005 2009</p> <p>Better</p>	
maintenance					
Snow and Ice—Frequency of Achieving Bare Lane Within Target Hours—all storms and routes		68.3% (08-09 season)	70%	<p>2005 2009</p> <p>Better</p>	Severe cold and heavy snows in the 2008-09 winter pushed on-time snow removal below Mn/DOT's 70% annual target for first time in the decade. For 2009-10 through February, Mn/DOT was above target for on-time results.
Bridge Safety Inspections—% Completed On Time—All state bridges		94%	100%	<p>2007 2009</p> <p>Better</p>	In 2009, 100% of bridges with safety inspections due received inspection, and 94% were inspected within the required time period (calendar due date + 30 days). The gain from 2008 resulted from increased funding, staffing and equipment, and improved processes.
Customer Satisfaction with State Highway Maintenance—on a scale from 1 to 10		6.0	7.0	<p>2005 2009</p> <p>Better</p>	Overall customer satisfaction with road maintenance slipped in 2009, and remained below target in the “neutral” zone on a 1-10 scale. This result is linked to pavement ride quality.

Measure	Score	Result	Target	Trend	Analysis
<b>national and global connections</b>					
<b>Nonstop Air Destinations from Minnesota</b> —National and international	N/A	134	tracking indicator		<p>Nonstop destinations fell in 2009 due to the recession. <b>Comparison</b>—Twin Cities has 9th most nonstop destinations of any US metro area, despite losing 10 destinations in the past year.</p>
<b>Port Tonnage</b> —Annual shipments from MN Great Lakes & river ports	N/A	52.3 million tons	tracking indicator		<p>Waterway tonnage dropped sharply in 2009 as the recession cut steel production and taconite shipping from Lake Superior ports by 25 million tons. <b>Comparison</b>—Duluth is 15th largest US port by tonnage (2008).</p>
<b>statewide connections</b>					
<b>Interregional Corridors—Greater MN</b> —% of Miles +/- 2 mph of Target Speed (55 or 60 mph) or faster		98.0%	95%		<p>98% of major interregional routes beyond the Metro fringe can be driven at average trip speeds near 55 or 60 mph. Predicted to sustain 98% through 2020, then decline.</p>
<b>Airport Access</b> —Percent of Minnesota population within 20 miles of an airport with paved and lighted runway		96% 2006	90%		<p>118 local paved and lighted airports provide ready access to 96% of Minnesotans for business, shipping, recreation, medical services, law enforcement and fire fighting.</p>
<b>twin cities mobility</b>					
<b>Twin Cities Urban Freeway System Congestion</b> —% of miles below 45 mph in AM or PM peak	N/A	18.2%	new measures under devp.		<p>Congested miles grew in 2009 as the economy stabilized. Crosstown and Wakota project completions will cushion long-term growth in 2010-2011, while Mn/DOT and the Met Council roll out new multimodal approaches. <b>Comparison</b>—13th most congested of 29 peer metro areas.</p>
<b>Clearance Time for Metro Urban Freeway Incidents</b> —3 yr. average	2008	37.1 minutes 2008	35.0 minutes		<p>Average clearance improved in 2007 and 2008, but is predicted to increase slightly due to the incident detection system expanding beyond FIRST coverage. <b>Comparison</b>—5th most incident delay of 29 metro areas, 2007.</p>
<b>Annual Express Transit Ridership</b> —Express buses (all providers): light rail, commuter rail, van pools	N/A	23.5 million	tracking indicator		<p>Metro area express transit ridership grew by 15% from 2006 to 2009, surpassing overall transit growth of 4.5%. Capacity is growing with Northstar Commuter Rail and I35W Bus Rapid Transit, and future transitways.</p>
<b>greater minnesota metropolitan and regional mobility</b>					
<b>Greater Minnesota Bus Service Hours</b> —Public transportation		1.03 million hours projected	1.42 million hours 2010		<p>The bus service level is forecast to remain close to flat at the 2008 level through 2010, then gradually drop, while need rises, due to a growing gap between projected funding and transit service needs.</p>
<b>Railroad Track Speed</b> —% of Miles of short-line RR above 25 mph	under review	38% 2007	100% (Rail Plan target)	new measure	<p>16 short-line railroads provide cost-efficient access to world markets for Minnesota farms, mines and manufacturers. The State Rail Plan calls for upgrading tracks to 25 mph service.</p>
<b>community livability</b>					
<b>ADA—Accessible Pedestrian Signals</b> —% of state highway intersections with APS	under review	10%	100% over 20+ years	new measure	<p>Dedicated funds and new design guidelines will gradually increase the 10% of state road intersections with accessible signals, and improve curb ramps, sidewalks and rest areas.</p>
<b>energy and the environment</b>					
<b>Transportation Fuel Consumption</b> —Billions of gallons sold in Minnesota	N/A	3.05 billion	tracking indicator		<p>Transportation produces 24% of greenhouse gas emissions in Minnesota. Fuel usage and vehicle miles travelled stopped growing in 2004, before the hike in gas prices, and declined steadily to 2009. Fuel use fell 8% from 2004 to 2009.</p>
<b>accountability and transparency</b>					
<b>Construction Projects Put Out for Bid in the Year Scheduled</b>		93%	90%		<p>93% of Mn/DOT construction projects scheduled for 2009 were let. As of January 2010, 198 federal ARRA projects valued at over \$480 million were put out for bid.</p>